



**MSP NOISE OVERSIGHT COMMITTEE
MEETING MINUTES**

Wednesday, July 19, 2023, at 1:30 PM
MAC General Offices
6040 28th Avenue South
Minneapolis, MN 55450



Call to Order

A regularly scheduled meeting of the Minneapolis-St. Paul International Airport (MSP) Noise Oversight Committee, (NOC) having been duly called, was held Wednesday, July 19, 2023, at the Metropolitan Airports Commission (MAC), General Offices, Lindbergh conference room, a teleconference option was also provided. **Chair Jacobson** called the meeting to order at 1:30 p.m. The following participated in the meeting:

Representatives: S. Alig, C. Arnold, R. Barrette, J. Bergman, J. Hart, C. Jacobson, P. Martin, L. Olson, C. Potter, C. Swanson

Staff: C. Boyd, J. Egan, J. Harris, M. Kilian, C. Leqve, J. Lewis, K. Martin, N. Pesky, M. Ross, B. Ryks, D. Nelson, K. Skogquist, M. Takamiya, E. Valencia

Others: G. Funk – Sun Fish Lake, B. Hoffman – St. Louis Park, J. Risser – Edina, L. Moore – Bloomington, H. Rand – Inver Grove Heights, N. Rao – FAA, W. Eckenrode – FAA, S. Norling, D. Anderson, M. Beyer, B. Friedman, K. Hughes, D. Larson, S. Ogren-Dehn, L. Petschel

A quorum of at least four Community and four Industry Representatives was established.

Community Representatives: Alig, Bergman, Jacobson, Martin, Olson, Swanson

Industry Representatives: Arnold, Barrette, Hart, Potter

1. Consent

1.1. Approval of May 17, 2023, Meeting Minutes

There were no questions or revisions to the meeting minutes.

1.2. Reports

1.2.1. Monthly Operations Report: May and June 2023

Jack Egan, Assistant Technical Advisor, provided the following June operations updates. Mr. Egan prefaced that each month, the MAC reports information on MSP aircraft operations, aircraft noise complaints, sound levels associated with MSP aircraft operations, and compliance with established noise abatement procedures on its interactive reporting website: customers.macnoms.com/reports

May	June
• Total Operations: 26,517	• Total Operations: 27,782
• Nighttime Operations: 1,841	• Nighttime Operations: 2,159
• North/South/Mixed: 15/75/7 (%)	• North/South/Mixed: 21/71/5 (%)

- RUS (Priority 1/2/3/4):28/24/0/48 (%)
- RJ/Narrow/Wide: 27 /69/4 (%)
- Complaints: 10,597
- Complaint locations: 249
- Top 10 Households: 59%
- Hours of events*: 355
- Number of events*: 71,482
- R17 procedure: 99.6%
- EMH Corridor procedure: 94.7%
- Crossing procedure day: 31.6%
- Crossing procedure night: 39.7%
- RUS: 52.1%
- RUS(Priority1/2/3/4): 32/19/0/48 (%)
- RJ/Narrow/Wide: 24/72/4 (%)
- Complaints: 10,890
- Complaint locations: 323
- Top 10 Households: 50%
- Hours of events*: 377
- Number of events*: 77,793
- R17 procedure: 99.5%
- EMH Corridor procedure: 92%
- Crossing procedure day: 34%
- Crossing procedure night: 39.9%
- RUS: 51.9%

* Aircraft sound events above 65dB.

1.2.2. Status of Aviation-Related Research Initiatives

The information was included in the meeting packet. There was not a presentation on the topic, though they were available to take questions. There were none.

Chair Jacobson asked for a motion to approve the consent agenda. **Co-chair Hart** made the motion, which **Member Barrette** seconded. The motion passed unanimously.

2. Public Comment Period

Dennis Anderson, LeMay Shores Development, Mendota Heights, said he had received the Aircraft Noise Basics videos from the MAC's Community Relations Department. One of the videos showed traffic on runways 30R and 12L where 30R traffic follows highway 55 over the Eagan industrial area to land on 30R. The video also shows that 12L departures do exactly the same. Mr. Anderson disagreed with the video and stated that departures from 12L, almost immediately upon take off, make a left turn over the residential areas of Augusta Shores, The Heights complex, and The LeMay Shores, Mendota Heights. He went on to say that had they stayed on the route indicated on the video, they would be over the industrial areas and not over residences. Mr. Anderson said that aircraft follow this route over homes day and night, at altitudes between 1000-2000 AGL. He would like to know why traffic is taking this route.

Bob Friedman, 4237 22nd Avenue South, Minneapolis, observed that there seems there to be an increase in air traffic over his house. He mentioned that the data provided by the NOC and FAA is impressive and makes the activity appear reasonable and not worth complaining about, but he noted that something has changed in the last month or two.

Mr. Friedman stated that wind conditions had led to less use of heading 360 and mentioned that he had recently received a 30R/30L departure analysis report from July 2020, and wanted to know if there is a more recent report available. He is concerned that the aforementioned report is based on a model rather than based on actual data. Mr. Friedman would like to see more information about the types of aircraft, aircraft weight, and reasons for why they are flying at certain altitudes. He wondered if heavy aircraft tend to fly lower and slower over his neighborhood. Mr. Friedman is

requesting a new FAA report. He referenced a 2012 departure report that was very concise, and he mentioned that both the neighborhood and the NOC learned a lot from the report and that subsequent changes were made, such as changes to the 320, 340, 360 headings off of 30R.

Mr. Friedman went on to say that he reviewed [FlightTracker](#) on July 11th between 7am – 11am and noted that it did not look anything like what the FAA modeled as the vast majority of flights were due north over his neighborhood. He is requesting that the FAA do another analysis and said that if the heaviest flights are the problem, they should be spread out with more attention paid to fanning. He also requested placement of more noise monitoring sites and suggested that they be set where the most complaints were observed.

Max Beyer, 4624 Bloomington Ave, echoed Mr. Friedman's comment that the available air traffic statistics are impressive. He went on to say that he did not have any advice for MSP or the NOC, but rather wanted to go on record. Mr. Beyer mentioned that he has lived in the community for the past three years and air traffic noise seems worse than it used to be, and the interruptions seem more frequent, even inside his home, which was outfitted with MAC updates in 2013. He and his wife are currently house hunting and would love to stay in their current neighborhood but the recent increase in noise has them considering leaving the area.

Mary Lynn, 52nd Street and 13th Ave S., said that she has lived in her house since 1952 and has observed that airplane noise has improved dramatically and most recently over the last 25 years, and that she appreciates the fact that have what appears to be less traffic than usual probably due to new runways and planning and the planes themselves happen to be quieter by far than they used to be.

Chair Jacobson asked if there were any other comments from audience members in the room or from Teams attendees – there were none. **Chair Jacobson** thanked audience members for their comments and mentioned that staff would follow up at a later time.

3. Business

3.1. Nomination and Election of Co-chairs

Michele Ross, Technical Advisor, reviewed with NOC members and the audience the mission of the NOC, which is to provide a balanced forum for discussing MSP airport concerns. The NOC is comprised of both community and airport user representatives who understand the issues and concerns of our communities. The NOC monitors compliance with existing noise policies and noise abatement procedures and seeks to share information with our neighbors.

The NOC also makes recommendations to the MAC Board. Recently the comments that the NOC approved in a special June meeting to submit on the federal docket were presented to the Planning Development and Environment Committee for their review and submittal to the full MAC Commission. Other items that are brought forward to the MAC Commission include any policy positions, the recent proposed flight procedure requests from the City of Eagan, the extension of the residential noise mitigation program through 2032, and Annual Work Plans and Accomplishments.

The current term for the election for the Co-Chairs is two years beginning June 26, 2023, and ending June 25, 2025. She noted the Chairs duties of reviewing the meeting agendas as well as presiding over both regular and special meetings.

Only user representatives can vote during the user Chair election and only community representatives can vote during the community chair election.

Chair Jacobson asked members for nominations.

Member Potter nominated **Member Hart**, Delta Airlines, for the position of User Chair, seconded by **Member Barrette**. The vote was unanimous to approve Member Hart to continue in the position of User Chair.

Member Alig nominated **Chair Jacobson**, Mendota Heights, for the position of Community Chair which was seconded by **Member Potter** and **Member Olson** simultaneously. The vote passed unanimously to approve Chair Jacobson to continue in the Community Chair position.

Additionally, it was announced that at a meeting of At-Large members, John Bergman of Apple Valley was appointed as the At-Large representative and Brian Hoffman of St Louis Park was as appointed as an Alternate.

4. Information

4.1. Guest Speaker: MAC/MSP Update – MAC Executive Director/CEO Brian Ryks

Brian Ryks, MAC Executive Director/CEO, began his remarks acknowledging the NOC's 20th anniversary. He thanked everyone in attendance for their time and valuable insights and commended all NOC members who over the years have given their communities and organizations a voice in the shared asset that is MSP airport, specifically acknowledging Liz Petschel, and Dianne Miller as founding members of the NOC, as well as Jeff Hart, who has served as Co-Chair for over 10 years.

The NOC first met June 26, 2003, based on the work of a blue-ribbon panel proposed by then-MAC CEO, Jeff Hamiel. The NOC's mission has remained unchanged in the last 20 years: to bring together all key stakeholders in one room, communities, airlines, and the FAA, to engage in critical conversations about noise in a respectful, positive, and productive manner. Through the NOC, a model of discussion and transparency was built based on community conversation. To date, the NOC has held more than 120 meetings and 80 listening sessions. It's also implemented hundreds of workplan items. The success of the Committee is dependent upon every NOC member identifying issues, openly communicating them, and collaboratively exploring solutions. **Ryks** thanked the Committee for their shared commitment to the NOC's success.

In addition to the NOC's anniversary, it is also the MAC's 80th anniversary. The MAC is currently one of the largest airport systems in the country. MSP is the 16th busiest commercial airport in North America. It is Delta's 2nd largest hub and the base for Sun Country Airlines. MSP Airport draws passengers from across Minnesota as well as four other states – a catchment area that stretches to Wisconsin, the Dakotas and Iowa. Last year the MAC system supported more than 650,000 aircraft operations (takeoffs or landings).

In April 1943, the state passed legislation to create the MAC. That legislation went into effect July 6 that same year. It gave the MAC control of Wold-Chamberlain Field (now MSP Airport) and Holman Field (now St. Paul Downtown Airport). By 1979 the MAC system included 7 airports. The MAC is governed by a 15-member policy board. The chair and 12 commissioners are appointed by Minnesota's governor. The mayors of Minneapolis and St. Paul each appoint one commissioner. The

MAC adopted a new five-year strategic plan, in late 2022, that defines our purpose, which is to provide exceptional airport experiences, so Minnesota thrives.

MSP is continuing to experience a positive recovery of passengers and operations following some of the most difficult years in aviation due to the COVID-19 pandemic. Air travel demand remains robust in 2023. As an industry snapshot, between January and March of this year global passenger traffic reached 89% of the pre-pandemic 2019 level. In North America, domestic passenger traffic reached 98% of the 2019 level during the first quarter. Domestic activity has fully recovered, while international passenger traffic is at 91%.

The biggest impact to operations and passenger activity at MSP was felt in April of 2020; passenger activity dropped by more than 95%. In the three years since, traffic has steadily closed the gap. This past April, MSP was only 11.5% below 2019 levels. One of the biggest revenue resources for the MAC is parking. The last full month before the pandemic (February 2020), we recorded more than \$10 million in parking revenues. By April, parking revenues had fallen nearly 98%-- to just under \$300,000. That's less revenue than typically receive in a day at MSP.

MSP has 224 active routes, which exceeds the number of routes operated by airlines in 2019. Only a handful of small regional routes are not operating compared to the summer of 2019 (such as Albany, NY; Dayton, OH; Peoria, IL). The only international route that has not resumed since the pandemic is Dublin.

Domestic air service has been leading the recovery at MSP and other airports in the U.S. Airlines have launched or plan to start 26 new domestic routes from MSP this year. Sun Country leads the way launching 18 of those routes this year, with the only airline serving Melbourne, Florida; Atlantic City, New Jersey; Wilmington, North Carolina and Branson, MO. Delta added Destin this winter and Colorado Springs this summer. Delta announced it will fly to Maui starting December 16, operating on Boeing 767-300 aircraft. That new route is scheduled through March of next year. MSP International service took longer to rebound but there's been great progress this year. Delta flights to Tokyo-Haneda resumed in March. In June, MSP welcomed the return of service to Western Canada with flights to Edmonton and Saskatoon.

Regarding infrastructure investments, the MAC deferred around \$300 million in capital improvement projects scheduled for 2020 and 2021 to later years. This helped the MAC adapt to economic impacts from the severe decline in passenger and aviation activity. The MAC's 2023 CIP budget is more than \$321 million. In 2024, our CIP increases to more than \$1 billion based on a few key projects: Last phase of multi-year modernization of pre-security areas of Terminal 1. Terminal 2 North Expansion project. Phase 2 of a new Safety and Security Center. The total CIP budget for the next three years = \$1.8 billion. This is a significant investment in the region's airport infrastructure to ensure we're meeting anticipated demand and providing efficient, safe, and secure operations.

The MAC continues to invest in modernizing facilities as a foundation for creating a seamless and enjoyable travel experience. Since late 2016, the focus has been on the pre-security area of Terminal 1 to create a "new airport" experience. The front of the building was pushed out toward the curb by 15 feet across the entire length of the building. Central elevators, escalators, and stairs, were added to improve the flow of passengers and visitors between two expanded checkpoints and all four levels of the terminal.

The MAC finished a major expansion of Concourse G between G17 and G22 in early 2022. The build out added 50,000 square feet of new public space that includes an expanded Terrazzo corridor, this light-filled rotunda, and expanded gates for Delta. It also included more concessions, new restrooms and a third Delta Sky Club at MSP that opened above the rotunda, featuring an open-air deck and bar. Additional concourse updates are coming: the MAC and Delta will invest \$230 million over the next three years to modernize most of the Terminal 1 concourses where Delta operates. The new end of Concourse G is the design template for the rest of the terminal. The MAC will also begin the next phase of expanding Concourse G between Gates G8 and G13 (sometimes referred as pods 2 and 3). This will increase gate hold space, and room for additional restrooms and concessions. Passengers will notice that phase of construction beginning next year.

Terminal Two North Expansion is another project set to begin next year is the north expansion of Terminal 2 that will help accommodate the growth in airline activity. This project will add 168,000 square feet of space, creating 2 additional gates - H15 and 16 – while increasing additional space for gates H13 and 14. It will also add new concessions and restrooms. This will be a LEED-Certified project – with sustainability elements that include a timber structure roof, solar, and rainwater reclamation and geothermal heat pump systems. The expansion will be completed in 2026. This is one example of the investments the MAC is making in sustainability through its capital improvement program, as well as through investments in our daily operations.

The MAC is prioritizing sustainability as part of the 2030 Board adopted goals. Progress is being made toward our 2030 sustainability goals to reduce emissions, reduce water use, divert more of our waste stream, and grow engagement around sustainability. We have operationalized sustainability through employee working groups, a leadership committee and broad engagement. Sustainability is also reflected in the focus areas and values of the MAC's 2023-2027 Enterprise Strategic Plan. Some of the sustainability flagship initiatives include donating 27 tons of food, in 2022, that previously may have ended up in the waste stream. The MAC generated enough power through MSP's solar panels to power 550 homes for one year, and 19 million gallons of water was saved through changes in the restroom fixtures.

Innovating and elevating the travel experience through new services is another focal point as the MAC positions for changes in the aviation industry. In partnership with Xovis, the MAC maps passenger volumes in the ticketing lobbies, displaying real-time security wait times on large digital displays in the terminal and on the website. This technology, first implemented at MSP, directs travelers to the shortest security lines and reduces lobby congestion. The MAC also tracks passenger flows in the concourses to help optimize operational hours for venues. It also guides the appropriate window of time to clean restrooms and other terminal areas. In late May, a pilot program called MSP Reserve was debuted; it enables passengers in Terminal 2 to make reservations for security checkpoint times – to reduce peak wait times and the stress that comes with the security process. The service is free, and reservations can be made on mspairport.com. The MAC will evaluate the program after the summer. Initial reviews have been very positive. It's helping to reduce peak wait times, in turn reducing stress for passengers and improving satisfaction.

With regard to accessibility, the Travelers with Disabilities Advisory Committee (TDAC), provides feedback on how the MAC designs facilities and manages programs to remove barriers for people with disabilities while elevating the overall experience for all travelers and airport users.

TDAC consists of community disability advocates, airport staff, and representatives from airlines, their contractors, and the Transportation Security Administration. The MAC has invested millions over the last decade to build more accessible restrooms, including some that now feature adult changing tables. MSP has also partnered on many important programs such as Aira – a human-to-human assistance tool – and the Hidden Disabilities Sunflower Program to provide an accessible environment to those with special needs. Last year, the MAC unveiled a mock aircraft training cabin built into MSP's Terminal 1...the first of its kind in the U.S. It supports Navigating MSP program, which gives people with special needs pre-flight experiences to help them feel more comfortable flying.

Last month, MSP earned the industry's highest accreditation in accessibility through Airports Council International. This is just the first year for the accreditation program. Accessibility is about working collaboratively with our traveling public, our airlines, and our business partners to ensure everyone has equal access to the benefits of air travel. MSP has been at the forefront of creating an accessible passenger experience through investing in technology, infrastructure, training, and service.

Over the past year MSP has received prominent recognition with several awards highlighting our commitment to customer service and the special experiences we provide our passengers. In 2022, MSP was named the #1 Airport in the mega airport category by J.D. Powers. MSP also scored third in the Wall Street Journal's 2022 Best Airports rankings in the large hub category. MSP has been named Best Airport in North America award six of the past seven years.

Ryks concluded his comments by thanking the Committee for their time and attention and encouraged audience members to stay connected through MSPAirport.com for latest information for MSP Airport including flights, terminals, food, retail, and parking or other passenger services and through MetroAirports.org – the newly redesigned website for the MAC. It features financial data, investor relations, links to our reliever airports, MAC Board meeting information, MSP's noise program, and more.

Member Bergman asked last year the National League of Cities offered Kansas City Airport Tours and was impressed with their all glass jetways. One of the things they found to improve airport experience by providing a more immersive experience.

Ryks said that since MSP has 112 -114 jetways, it would be a huge investment although a wonderful enhancement. He went on to say that he will make a note to ask Bridget Rief, VP Planning and Development, about it.

Member Olson said that her city's residents appreciate the accessibility of the airport and how well it is run and that it serves surrounding communities well. Our cities and businesses rely on the airport and the airport also benefits from being in the community, and it is important to continually work on having a balancing livability for residents and desirability to do business here.

Ryks thanked Member Olson for her comments, and he referred to our founding legislation where the MAC is responsible to promote the full potential of aviation throughout the metropolitan area, but we are also responsible to do it in an environmentally sustainable way. The airport is in this community and needs to be environmentally friendly as well. MSP has invested more than any airport in the country on noise mitigation. There are still concerns, as

noted today, it's not an easy problem to solve but we continue to be committed to do everything possible.

Co-Chair Hart thanked Executive Director Ryks, and his team for presiding over what he called a world-class airport. It is a \$16 billion economic engine and the largest economic driver between Chicago and Seattle, it drives this community, and we are very thankful for it. MSP is a world-class facility that has been recognized for the past 6 years by ACI, and JD Power which is quite an accomplishment. Co-chair Hart mentioned that he often hears people in the terminal all the time saying this is a beautiful airport and they would be booking travel through MSP in the future, even in the depths of winter, which is amazing considering the terminal was built in the 1960s, the improvements have been spectacular. Co-chair Hart said that he appreciates Mr. Ryks leadership and that of his team, thanked him for all that he does for the community both economically and also for sustainability.

4.2. Meet the Fleet: Piper Archer Aircraft

Michele Ross, Technical Advisor, announced that the MAC has won a Telly Award for the A350 Meet the Fleet video which premiered last year and featured Delta Captain Martha Whitaker. The A350 video has been well-received by our community and is one of the highest viewed video of the Meet the Fleet series.

MAC staff provided the NOC with a premiere of the latest Meet the Fleet video featuring the Piper Archer single-engine aircraft., used primarily at our general aviation airports, and seen very rarely at MSP. The Piper Archer is one of the most frequently flown aircraft at the MAC's six reliever airports and is instrumental in training future pilots who may eventually fly for major airlines at MSP and also used highly in general aviation. **Ross** thanked AV8 flight school for providing staff time and their aircraft in the making of the video.

This video is available at metroairports.org/meet-fleet; or can navigate directly to the MSP Airport YouTube channel.

5. Announcements

NOC Summer Listening Session

Wednesday, July 26, 2023 @ 6:00 pm

Location: MAC General Offices + Teams

September NOC Meeting

Wednesday, September 20, 2023 @ 1:30 pm

Location: MAC General Offices, Legends conference room + Teams

The MSP LTP comment period is open until August 21: www.mspairport.com/long-term-plan

Chair Jacobson requested comment from former NOC representatives and any MAC staff in the audience to mark the NOC's 20th Anniversary.

Liz Petschel, former NOC committee member, gave credit to the Blue-Ribbon committee thru the Humphrey Institute who laid out the organizational guidelines that NOC functions under. She also gave credit to Joel Smith, of Mendota Heights, who was a moving presence in the group. She went on

to say that cities can accomplish a great deal when they work together, and that the NOC commitment is to never make an improvement at the expense of another city. Through that mindset, broad improvements have been made across the board where everyone has benefited from the experience. She also said that having Delta as a partner has improved the collegiality and the positive functioning in this group, and that Jeff's leadership and representation has been extraordinary, and she will always be grateful for that. She said that noise is an emotional topic, and it takes a tremendous amount of patience to deal with it. She also said that there is a tremendous amount of talent in this group and a willingness to listen and do whatever is possible within safety guidelines and that she is proud of her experience on the committee.

Chad Leque, MAC VP Management and Operations, stated that he thought the professionalism with which the group always engages in dialogue is a true testament to our community and the perseverance that is inherent in the people of this beautiful state of MN certainly one of the reasons why he loves the state so much. He continued by saying that this group had a lot of reasons over the years, at least in his time of involvement, to fold the tents and go home, and that it's impressive the way the group operates and knowing all of the things that a lot of different people like Liz and Vern Wilcox and others that were involved early on when the framework was developed for the NOC, how absolutely extraordinary what the group has worked thru in 20 years and it truly is only possible thru a willingness to work together, even though people may be at the table on very different sides of an issue, the ability to do that for reasons that are larger than the individual they are more about the community and not giving up when the discussions and issues were hard, and always staying committed to that professionalism has been extraordinary. Mr. Leque said that the experiences and the learning that he received thru working with all of the NOC members was priceless. Mr. Leque thanked the NOC members for their partnership, mentorship, and friendship and congratulated them on a job well done over the past 20 years.

Chair Jacobson mentioned that Liz Petschel was a former council member and went on to say that she had started working on airport issues in 2017 when she came to the city and Ms. Petschel taught her the ins and outs of why the airport operates the way it does and what it brings to the residents of Mendota Heights. She thanked Ms. Petschel saying she could not have done it without her guidance.

After the meeting concluded, NOC members and attendees were invited to a reception with cake to celebrate the NOC's 20th anniversary.

7. Adjourn

Chair Jacobson thanked the members of the Committee, NOC staff, and residents in attendance. The meeting was adjourned at 2:45 pm.